

IN THE CLAIMS:

1. (Canceled).

2. (Canceled).

3. (Currently amended) A vehicle ~~as set forth in claim 1~~ comprising:
a plurality of wheels;
an internal combustion engine having a drive shaft interconnected to drive at least one of
the wheels;
a stator having a core and a plurality of conductors disposed on the core in a three-phase
arrangement;
a flywheel-rotor apparatus disposed adjacent to the stator and interconnected with the
drive shaft, the flywheel-rotor apparatus being operable to magnetically interact with the stator to
produce wherein the three-phase alternating current includes a high-voltage, three-phase
alternating current, current in the conductors, and to provide an inertia to the internal combustion
engine;
power circuitry electrically connected to the plurality of conductors, the power
circuitry being operable to receive the high-voltage, three-phase alternating current and to
controllably generate wherein the single-phase alternating current includes a first-voltage,
single-phase alternating current, single-phase alternating current;
an electrical outlet electrically connected to the power circuitry, the electrical outlet being
configured to receive the single-phase alternating current and make the single-phase alternating
current available for use by an operator;
wherein the stator further includes a low-voltage conductor disposed on the ~~core~~, core;
and
wherein the flywheel-rotor apparatus magnetically interacts with the low-voltage
conductor to produce a second-voltage, single-phase alternating current in the low-voltage
conductor.

4. (Original) A vehicle as set forth in claim 3 wherein the high-voltage, three-phase alternating current is greater than approximately two hundred volts peak-to-peak, and the second-voltage, single-phase alternating current is less than approximately fifty volts peak-to-peak.

5. (Previously amended) A vehicle as set forth in claim 3 wherein the power circuitry includes a first power circuitry, and

wherein the vehicle further comprises:

a second power circuitry electrically connected to the low-voltage conductor, the second power circuitry being operable to receive the second voltage, single-phase alternating current and controllably generate a direct current.

6. (Original) A vehicle as set forth in claim 5 wherein the first-voltage, single-phase alternating current is between ninety and one hundred thirty five volts root-mean-square, and the direct current is between ten and fifty volts.

7. (Previously amended) A vehicle as set forth in claim 5 wherein the first-voltage, single-phase alternating current is approximately one hundred twenty volts root-mean-square, and the direct current is approximately twelve volts.

8. (Previously amended) A vehicle as set forth in claim 3 wherein the core includes a plurality of teeth, the total number of teeth being represented by (x) where (x) is an integer,

wherein the plurality of conductors are disposed on (n) teeth where (n) is an integer less than (x) , and

wherein the low-voltage conductor is disposed on $(x - n)$ teeth.

9. (Previously amended) A vehicle as set forth in claim 3 wherein the core includes a plurality of teeth,

wherein the plurality of conductors are disposed on each of the teeth, and

wherein the low-voltage conductor is disposed on at least one of the teeth.

10. (Currently amended) A vehicle ~~as set forth in claim 1~~ comprising:
a plurality of wheels;
an internal combustion engine having a drive shaft interconnected to drive at least one of
the wheels;
a stator having a core and a plurality of conductors disposed on the core in a three-phase
arrangement;
a flywheel-rotor apparatus disposed adjacent to the stator and interconnected with the
drive shaft, the flywheel-rotor apparatus being operable to magnetically interact with the stator to
produce a three-phase alternating current in the conductors, and to provide an inertia to the
internal combustion engine;
power circuitry electrically connected to the plurality of conductors, the power circuitry
being operable to receive the three-phase alternating current and to controllably generate a
single-phase alternating current;
an electrical outlet electrically connected to the power circuitry, the electrical outlet being
configured to receive the single-phase alternating current and make the single-phase alternating
current available for use by an operator;
 wherein the power circuitry includes a first power ~~circuitry,~~ circuitry;
 wherein the three-phase, alternating current is a first three-phase, alternating ~~current,~~
current;
 wherein the single-phase alternating current is a first single-phase alternating ~~current,~~
current; and
 wherein the vehicle further comprises:
 a second power circuitry having at least two connections interconnected with the
 plurality of conductors, at least one of the two connections being a tap off of one of the phases,
 the second power circuitry being operable to receive a second alternating current and to
 controllably generate a direct current.

11. (Original) A vehicle as set forth in claim 10 wherein the second alternating current is a
 single-phase current.

12. (Original) A vehicle as set forth in claim 10 wherein the second alternating current is a three-phase current.
13. (Original) A vehicle as set forth in claim 10 wherein the first single-phase alternating current is between ninety and one hundred thirty five volts root-mean-square, and the direct current is between ten and fifty volts.
14. (Original) A vehicle as set forth in claim 10 wherein the first single-phase alternating current is approximately one hundred twenty volts root-mean-square, and the direct current is approximately twelve volts.
15. (Previously amended) A vehicle as set forth in claim 10 wherein the second power circuitry has three connections to the plurality of conductors, each connection being a tap off of a distinct one of the phases.
16. (Currently amended) A vehicle ~~as set forth in claim 1~~ comprising:
a plurality of wheels;
an internal combustion engine having a drive shaft interconnected to drive at least one of the wheels;
a stator having a core and a plurality of conductors disposed on the core in a three-phase arrangement;
a flywheel-rotor apparatus disposed adjacent to the stator and interconnected with the drive shaft, the flywheel-rotor apparatus being operable to magnetically interact with the stator to produce a three-phase alternating current in the conductors, and to provide an inertia to the internal combustion engine;
power circuitry electrically connected to the plurality of conductors, the power circuitry being operable to receive the three-phase alternating current and to controllably generate a single-phase alternating current;
an electrical outlet electrically connected to the power circuitry, the electrical outlet being configured to receive the single-phase alternating current and make the single-phase alternating current available for use by an operator;

wherein the power circuitry includes a first power ~~circuitry~~, circuitry;
wherein the three-phase alternating current is a first three-phase alternating ~~current~~,
current;
wherein the single-phase alternating current is a first single-phase alternating ~~current~~,
current; and
wherein the vehicle further comprises:
a second power circuitry having at least two connections interconnected with the
plurality of conductors, the second power circuitry being operable to receive a second alternating
current and controllably generate a low-voltage direct current.

17. (Original) A vehicle as set forth in claim 16 wherein the second alternating current is a
signal-phase alternating current.

18. (Original) A vehicle as set forth in claim 16 wherein the second alternating current is a
three-phase alternating current.

19. (Original) A vehicle as set forth in claim 16 wherein the first single-phase alternating
current is between ninety and one hundred thirty five volts root-mean-square, and the direct
current is between ten and fifty volts.

20. (Previously amended) A vehicle as set forth in claim 16 wherein the first single-phase
alternating current is approximately one hundred twenty volts root-mean-square, and the direct
current is approximately twelve volts.

21. (Previously amended) A vehicle as set forth in claim 16 wherein the second power
circuitry includes two connections interconnected with the plurality of conductors.

22. (Previously amended) A vehicle as set forth in claim 16 wherein the second power
circuitry includes three connections interconnected with the plurality of conductors.

23. (Original) A vehicle as set forth in claim 16 wherein the first and second power circuitries are interconnected.

24. (Currently amended) A vehicle as set forth in ~~claim 1~~ claim 3 wherein the flywheel-rotor apparatus surrounds at least a portion of the stator.